

BIKE CONDITIONS

The Wisconsin state bike map and the county maps highlight the varying roadway conditions for bicycling while presenting the full continuum of roadways - from narrow town roads to US Highways. This approach enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs. The methodology used for these maps is generally applicable to rural roadways, not urban areas. Increased traffic volumes, lower speeds, and changing road design affect bicycle travel in urban areas in ways that cannot be accurately depicted at a statewide level. Thus the roadway classifications stop at urban fringes. However, local bicycle maps are available for many communities.

Maps were prepared in 1998, with some of the roadway data dating back to 1995. Conditions of roadways have changed since then, especially near metropolitan areas. Users are cautioned about these changing conditions. Maps with current data will be updated in 2003 or 2004.

DISCLAIMER

The user of this map bears full responsibility for his or her safety. The bicyclist assumes the risks encountered and is advised to use good judgment and obey traffic laws on all roads, regardless of their classification on this map. The State, counties, cities, villages and their officers and employees and those of the Bicycle Federation of Wisconsin and those of the University of Wisconsin-Madison Cartographic Lab shall not be answerable or held accountable in any manner for loss, damage or injury that may be suffered by bicyclists who use this map. The information on this map should be used by state and local transportation planners to improve bicycle facilities, especially in areas that are currently less suitable for bicycle travel, and are experiencing growth or increased auto congestion. Transportation planners should also consult the Wisconsin Department of Transportation State Bicycle Plan as well as bicycle groups and local bicycle plans before any decisions are made that could affect the use of a route for bicycling.

HOW TO USE THIS MAP

- 1) The following information is provided to assist bicyclists over age 16 who have had drivers training and are capable of riding longer distances between communities.
- 2) Know your level of skill and comfort in sharing roadways with motor vehicles.
- 3) Select routes with riding conditions that match your skill level, based upon the legend.

LEGEND

Town Roads

The extensive system of local roads could not be individually evaluated or classified as part of this map. Most are likely to have narrow pavements with no paved shoulders and very low volumes of traffic. Traffic volumes are likely to be heavier when traveling these roads into cities. They are likely to be gravel roads in northern third of the State and quite steep with poor sight lines in the Southwestern and Mississippi Valley areas of the state.

Best Conditions for Bicycling

These county and state roadways will have light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. This classification may include a small number of highways approaching a moderate level of traffic but with rideable, narrow paved shoulders.

Moderate Conditions for Bicycling

These roadways have moderate traffic volumes for the amount of pavement width present. This classification may also include county highways without paved shoulders or state trunk highways with narrow paved shoulders, but slightly more traffic. Due to moderate traffic volumes, less experienced cyclists should use care on these segments.

Highways with Wider Paved Shoulders

These roadways have moderate to moderate/high car and truck volumes, but have 5 foot or greater paved shoulders. This classification also includes a select number of 4-lane highways that have wide paved shoulders, relatively moderate levels of traffic, and will provide key connections. Due to traffic volumes, less experienced cyclists should use care on these segments.

Mostly High Volume; Not Recommended

These roadways have heavy traffic volumes, no paved shoulders or narrow paved shoulders, and many have moderate to high truck traffic. This classification could

also include some moderate volume roadways, but with an assortment of negative factors for bicycling. Bicyclists should try to plan around these roads and/or use considerable caution when using them. Bicyclists should have significant amounts of expertise with these types of riding conditions if choosing these highways.

Bicyclists Prohibited



These roadways are 4-lane Interstates, freeways, and expressways usually posted as "pedestrians and other non-motorized traffic, motor bicycles, power-driven cyclists prohibited." Some expressways (but not Interstates and freeways) may permit bicycling, but it is not recommended on these highways.

Bicycle Touring Trails



These are bicycling trails often of a finely screened limestone for state trails. These trails are excellent for use by hybrid and mountain bikes and most are also suitable for road bikes. Most of the trails are paved in urban areas. These trails are particularly good for children and inexperienced cyclists lacking the ability to cope with motor vehicle traffic.

Urban Escape Routes



These routes are likely to be the best bicyclist connections into large cities. However, most are moderate volume roads without bike lanes or paved shoulders.

Major Urban Streets



Bicycling conditions are not presented for these streets. They are likely to have high volumes of traffic in cities.

Rustic Roads

Wisconsin's designated system of scenic, lightly-traveled country roads. These are identified with the word "Rustic" in parenthesis after the name of the road. For a Rustic Roads Directory see next section.

Cross Country Bicycle Routes

These are the Wisconsin portions of the North Lakes and Mississippi River on-road bicycle touring routes, as identified by the Adventure Cycling Association.